

**Minutes of Special Meeting of the
Taxicab Advisory Group (TAG)
February 16, 2010 - 2:30 PM
111 NW 1st Street, Room #18-3**

Members Present:

Les Eisenberg	PSC Principal
Diego Feliciano	License Holder
Jerry Moskowitz	PSC Principal
William Samek, Ph.D.	Chairperson/Consumer
Ilene Hyams	Office of ADA Coordination Representative
Monica Beltran	MIA
Khalid Salahuddin	Seaport

Members Absent:

Dawood Akhtar	Chauffeur
Eugenio Rivas	Chauffeur
Robert Singer	Consumer
Rolando Aedo	GMC & Visitors Bureau

Staff Present:

Joe Mora	Director, PTRD
David Iglesias	Legal Advisor
Nancy Perez	Senior Executive Secretary, CSD
Bridgette Newsome	Secretary, PTRD

Dr. Samek called the meeting to order, welcomed everyone and asked if anyone wanted to add an item to the Agenda. Mr. Les Eisenberg said he wanted to elaborate on funding. Messrs. Moskowitz and Feliciano said knowing the funding source would be a key factor in their decision to approve the matrix presented. Following some discussion the meeting continued.

Dr. Samek asked for a motion to approve the Minutes of 1/26/10. Messrs. Moskowitz and Eisenberg said that comments made regarding funding source and incentives were not included in the Minutes. Staff agreed to review the tape and amend the minutes to reflect what was said. Dr. Samek made a motion to accept the minutes and Ms. Hyams seconded, subject to the amendments. All approved.

Discussing the Technology Matrix, Mr. Moskowitz expressed that he would support the radio dispatch system if existing drivers were grandfathered. Asked what would be the alternative to radio dispatch, Mr. Moskowitz said cell phones. He said drivers would register a working number with the CSD (be fined for a non-working number).

Mr. Les Eisenberg strongly advocated subscription to the new technology by license holders if they were allowed unlimited transferability within a given time period.

Ms. Hyams said that she would like to see a system which provides an option for drivers who cannot afford or do not want the new technology. It was stated that the cost would be approximately \$3,000.00.

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Mr. Eisenberg opined that all cabs should have security cameras or none at all. He also said that by adding credit card machines, the installation of security cameras could be delayed since there would be no incentive for theft because there would not be cash.

Mr. Moskowitz said that if there was an incentive, it should only be offered to taxicabs that were in existence before 1998. He said lottery cabs and any subsequent lottery should be reserved for drivers only, stating that he would like to see a group of cabs that only drivers can buy. He envisaged a two-tiered system, one for drivers and one for investors.

Ms. Beltran said that the TAG should aim at a system that would create a unified standard.

Mr. Eisenberg said that if standards are set correctly, more business would accrue.

A driver commented that the new technology was beneficial to drivers.

Mr. Puente said that the industry had different models, e.g. some are drivers who use radio, some only work at MIA and others work at hotels only. He said the new technology should be tailored to fit these models.

Ms. Mercy Gonzalez Arango said that her company has been operating a non-dispatch system for many years and having radios should be a choice for drivers.

A PSC (Rudy of USA Taxi) said that the radio dispatch service is a good idea; however the initial expense is very high, therefore, it should be optional.

Ms. Hyams felt that a pilot program may be beneficial.

Mr. Mora, commenting on the transfer incentive, said that if an existing license holder did not opt in, that opportunity would be lost to the transferee at a later date. Re radio dispatch, he pointed out that currently the system offers choices; however, for future progress and development, having radio dispatch would be very advantageous to the industry and customers.

Mr. Frank Oliver of OPG Media said that his company was placing the new technology in taxicabs without asking drivers to pay for it. Asked how it worked, Mr. Oliver said that his company negotiates a contract with the cab company and the equipment is installed in the taxicab. His company pays for the equipment by charging 5% of each credit card transaction from the driver and placing advertisements on the cab. Mr. Oliver said that maintenance of the equipment is the sole responsibility of his company. He sees no reason why a driver could not obtain the technology.

Mr. Eisenberg asked if staff would endorse an incentive program such as transferability in exchange for technology on a voluntary basis. Staff said that was a possibility; however, staff would have to look at all issues.

Ms. Peel asked the Group to look at the draft Ordinance amendment to the existing Sunpass Ordinance, which states that "chauffeurs shall utilize the 'Sunpass Only' or 'Sunpass Express' lane if available, when the route to a trip destination includes a sunpass toll road and/or bridge." She said there have been compliance issues and the law needed clarification. The basic intent was for the passenger, who is entitled to the most economical route. Ms. Peel explained that the item would be

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submitted for Board consideration in March, Committee meeting in April and full Board meeting on May 5, 2010. Asked if there would be a parallel violation, the answer was negative.

Mr. Moskowitz made a motion that the TAG supports the draft sunpass amendment to be presented for first reading on March 16, 2010. Ms. Hyams seconded and it was approved 6-1.

Mr. Moskowitz said that on the matrix, under the section 'responsible party', he believed that the person at fault, whether the license holder, the PSC or the driver, should be the responsible party and the one to receive the citation.

Ms. Peel reported that at the December Committee meeting, the Committee directed that the various interested parties in the Taxi industry, send letters to both the Committee and the Department. The Department should subsequently develop recommendations to be presented at the March Committee meeting. She said there might be a report on the March agenda and this would be communicated to members of TAG via email.

Mr. Les Eisenberg moved that the technology as described in the matrix with possibly the exception of the camera system be voluntary but incentivized by offering to people that adhere to it, full transferability of their taxicab medallions in perpetuity, to that person and the transferee; that there is a two-year window to opt in, unless the Director authorizes an extension to two and one-half years; that licenses that adhere to putting in the technology be fully transferable, inheritable, and furthermore, for those who do not comply within the two-year window, in the event those medallions are sold, they have to adhere to the technological standards described once they are transferred. Also, upon the transfer of the medallions, a transfer fee be permitted, with such funds to go to the CSD.

Mr. Moskowitz expressed concern about the PSCs having to provide radio dispatch service. Ms. Beltran stated that the matrix needed to be further examined and other decisions made, before full acceptance. Ms. Hyams suggested that staff make corrections and present them at the next meeting on April 27, 2010.

Mr. Eisenberg said he envisioned that about 85% of cabs will buy into the option and huge improvements will be made, allowing for increased production and great service to the ridership.

Dr. Samek called the motion; motion passed with Ms. Hyams abstaining.

The meeting then adjourned.

PROPOSED AMENDMENTS TO ARTICLE II and V, CHAPTER 31
This highlights major areas and does not list all proposed changes.

Subject	Proposed Requirements	Proposed Standards	Responsible party	Implement	Comments
Dispatch	<p>Passenger service companies (PSC) shall provide 24/365 fixed base dispatch service.</p> <p>All taxicabs shall be connected to 24/365 fixed base dispatch center.</p>	<p>-PSC shall provide mobile two-way radio or electronic dispatch system.</p> <p>-PSC shall operate fixed-base dispatch center 24/365 including a global positioning system.</p> <p>-Equip vehicle with mobile two-way radio or electronic dispatch system.</p> <p>-Connect and subscribe to PSC with fixed-base dispatch center operating 24/365 with a GPS system.</p> <p>-Dispatcher shall communicate with chauffeur during all hours of vehicle operation.</p>	PSC 31-100(b)	365 days	Industry: (1/26/10) Allow current PSC to subscribe to PSC with 24 hr. dispatch service.
Credit Card Processing System	Each taxicab shall be equipped with credit card processing system.	<p>-System shall allow passenger to utilize card in rear compartment of taxi.</p> <p>-System shall include printed receipt containing fare charged, name and phone of PSC, permit number, chauffeur number, date and time of transaction and phone number for filing complaints/complaints with CSD.</p> <p>-System linked to taximeter and contains GPS.</p> <p>-System will include module that displays itemized fare information with touch screen capability.</p> <p>-No additional charge added to fare for use of credit card.</p> <p>-No minimum charge for using credit card.</p> <p>-System shall be PCI compliant.</p>	License-holder 31-89(b)(7)	180 days	Industry: (1/26/10) Allow current PSC to subscribe to PSC with 24 hr. dispatch service.

PROPOSED TECHNOLOGY STANDARDS **DRAFT**

Subject	Proposed Requirements	Proposed Standards	Responsible party	Implement	Comments
		<ul style="list-style-type: none"> -Camera system shall have connection ports for a minimum of 2 cameras (1 camera required). -Image access solely to law enforcement. -Notice of a camera system and privacy notice prominently placed in vehicle. 			
Warning Light System	Each taxicab, except certain owner-driver vehicles, will be equipped with warning light system.	<ul style="list-style-type: none"> -Equip vehicles with warning light system. -<i>Owner-driver who is sole driver of vehicle not required to equip vehicle with warning light system.</i> -Warning light system shall consist of two devices. -Devices mounted on top-front center of vehicle or grill and on top of rear bumper to the left of the license plate. -Device will display flashing red lights when activated by chauffeur. -Flashing red lights shall shine towards the roadway. 	License-holder 31-89(b)(13)	180 days	
Sunpass	Each taxicab shall contain a Sunpass-sticker	<ul style="list-style-type: none"> -Sunpass-sticker must be permanently affixed. -Sunpass-account must be maintained current and valid. -8CC fine \$100.00 	Operator 31-85(k)	90 days	
Sunpass	Chauffeur shall use Sunpass- Chauffeur shall utilize Sunpass Only/Express lane when transporting passengers.	<ul style="list-style-type: none"> -Each chauffeur shall be required to use Sunpass or its equivalent when transporting passengers. -Each chauffeur shall be required to use Sunpass Only or Express lane, if available, when traveling through toll road/bridge on route to trip destination. -8CC fine \$50.00 	Chauffeur 31-303(i)(23) 31-304(6)	90 days 10 days	

Approved _____ Mayor

Agenda Item No.

Veto _____

Override _____

ORDINANCE NO. _____

ORDINANCE RELATING TO FOR-HIRE MOTOR VEHICLES; AMENDING SECTION 31-304 OF THE CODE OF MIAMI-DADE COUNTY, FLORIDA, REQUIRING CHAUFFEUR TO UTILIZE SUNPASS LANE WHEN TRANSPORTING PASSENGERS; AMENDING CHAPTER 8CC OF THE CODE TO PROVIDE FOR A CIVIL PENALTY; AND PROVIDING SEVERABILITY, INCLUSION IN THE CODE, AND AN EFFECTIVE DATE

**BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF
MIAMI-DADE COUNTY, FLORIDA:**

Section 1. Chapter 31 of the Miami-Dade County Code is hereby amended to read as follows:¹

CHAPTER 31

VEHICLES FOR HIRE

* * *

ARTICLE V. GENERAL REQUIREMENTS

* * *

Sec. 31-304. Chauffeur's registration-Additional taxicab requirements.

¹Words stricken through and/or [[double bracketed]] shall be deleted. Words underscored and/or >>double arrowed<< constitute the amendment proposed. Remaining provisions are now in effect and remain unchanged.

Florida. The sections of this ordinance may be renumbered or relettered to accomplish such intention, and the word "ordinance" may be changed to "section," "article," or other appropriate word.

Section 5. This ordinance shall become effective ten (10) days after the date of enactment unless vetoed by the Mayor, and if vetoed, shall become effective only upon an override by this Board.

PASSED AND ADOPTED:

Approved by County Attorney as
to form and legal sufficiency: _____

Prepared by: _____

DRAFT